

Seattle Pedestrian Advisory Board

11/10/21



Agenda for Today

- Introductions
- Judkins Park Station
- Station Design
- At-Grade Safety Analysis and Actions
- Community Engagement Plans

Introductions

- Abel Pacheco, Government & Community Relations Manager for the Central Corridor
- David Wright, Chief Safety Officer
- Jemae Hoffman, Light Rail Development Manager
- Carrie Avila-Mooney, Regional Government & Community Relations Director
- Sanjeev Tandle, Civil Engineering Manager

Judkins Park Station

Judkins Park Station



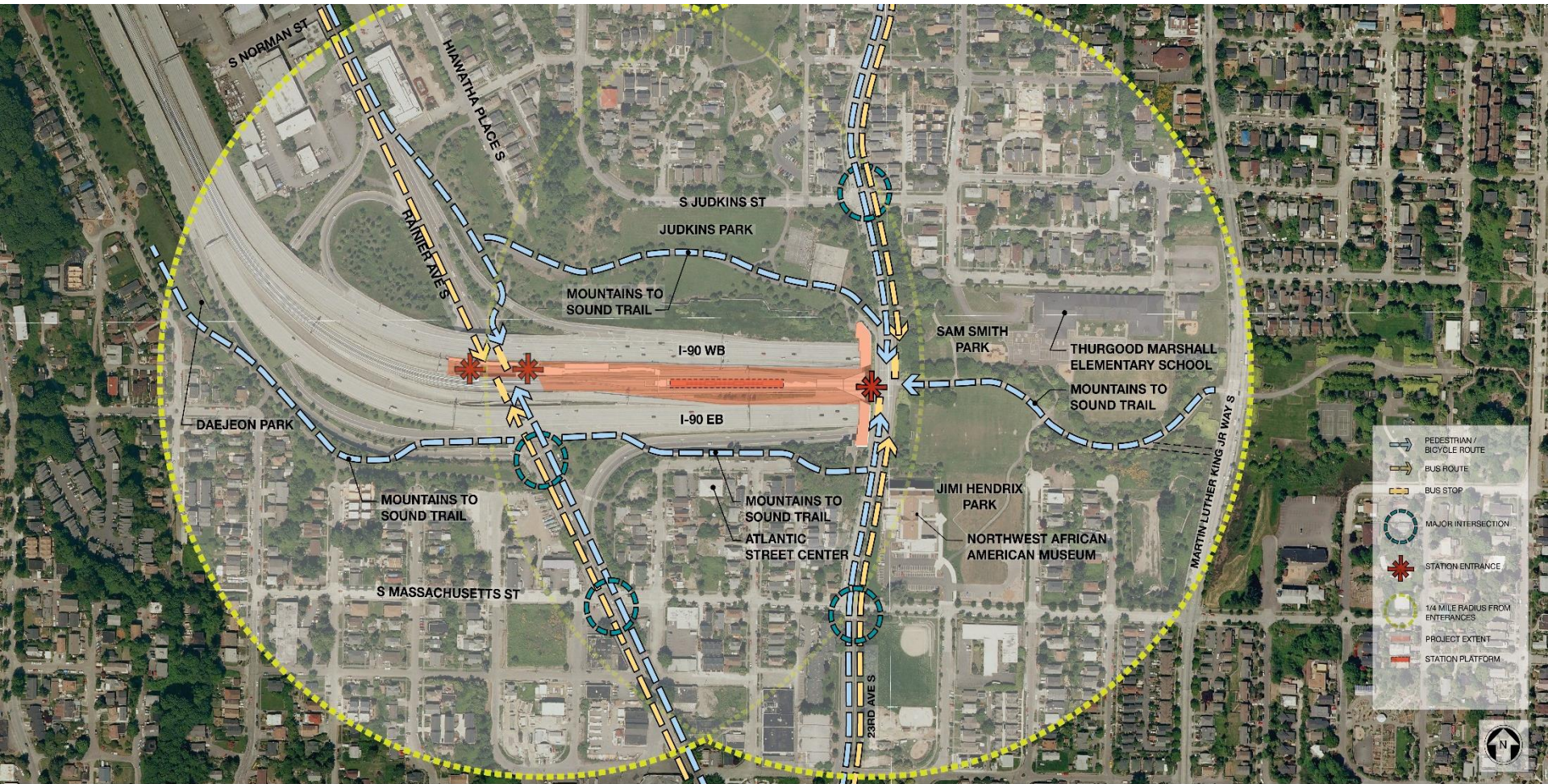
Nov. 2021

Station Completion
(civil) January 2022

Systems and Testing:
2022

LINK 2 Line Opening:
By June 2023

Contextual Overview



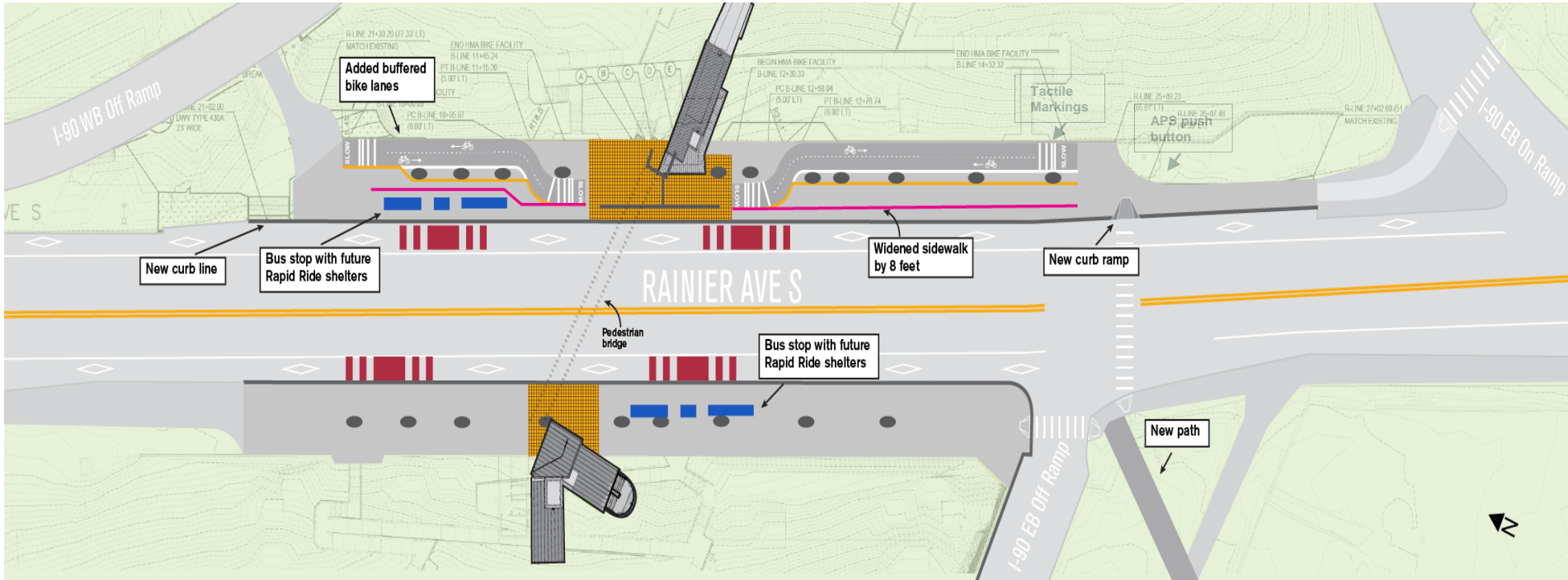
Station Entrance at 23rd Avenue South





Station Entrance 23rd Avenue South

West Entry on Rainier Ave S – Site Plan



Pedestrian Bridge Access – west side of Rainier

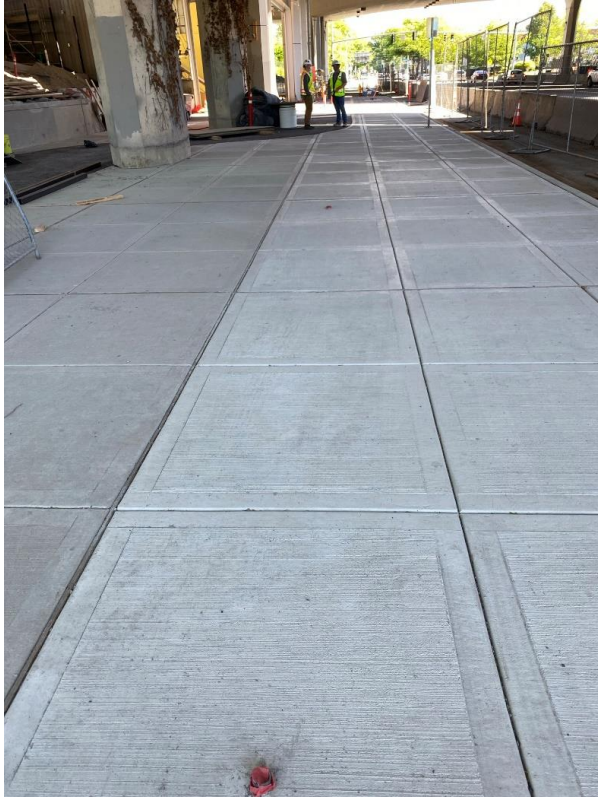




West Entry – at Rainier Ave S

West Entry – at Rainier Ave S

- Sidewalk widened by 8 feet



West Entry – Bike and Pedestrian Path north of station

Bike path - tactile strip has not been installed yet



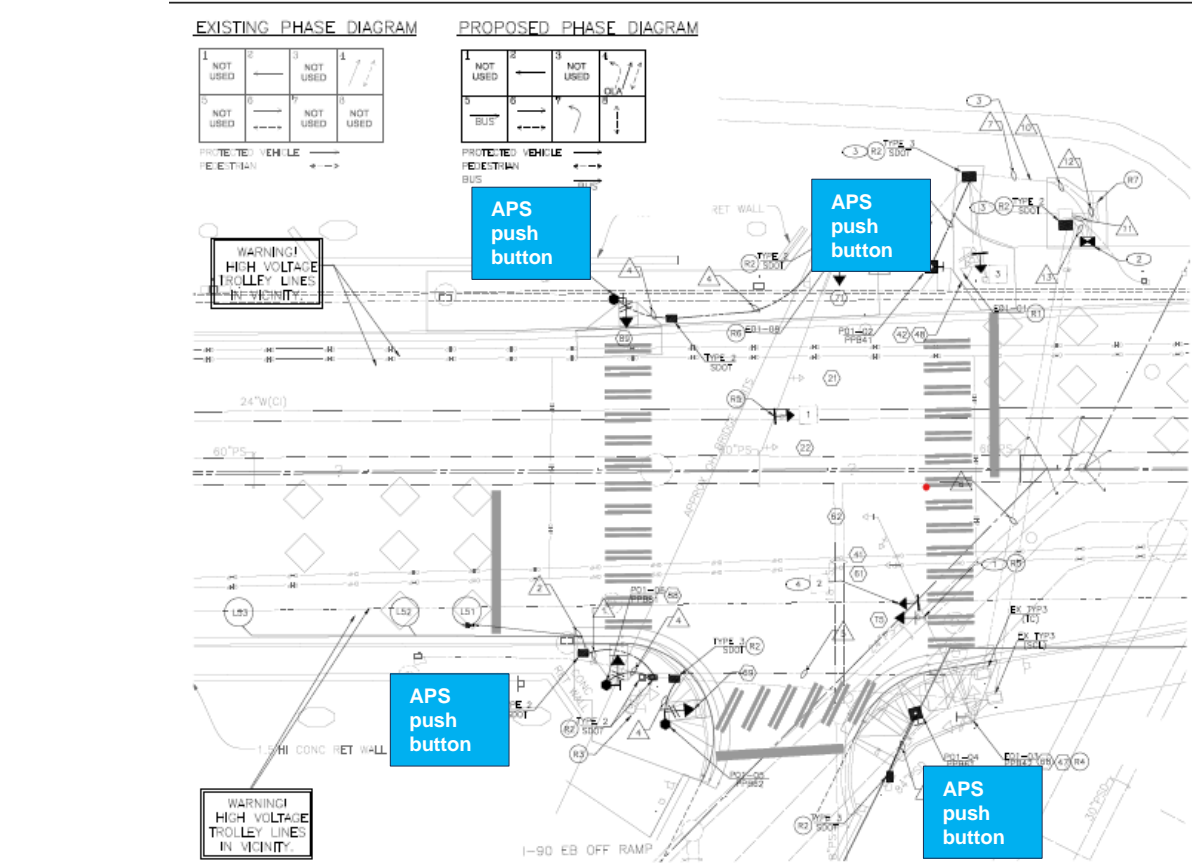
Rainier Crossing - south of station



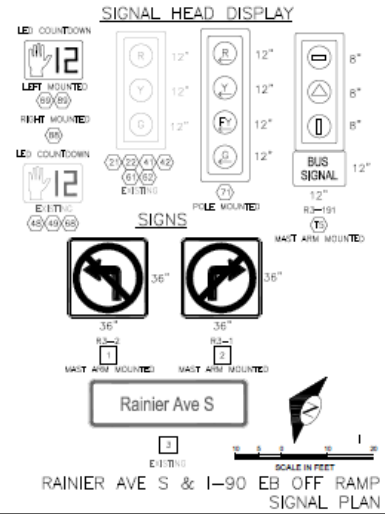
SDOT Projects – BRT and APS signals, new crossing



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- ### INSTALL
- 1 TRANSIT SIGNAL HEAD ON EXISTING TOWER
 - 2 TYPE 2 TRAFFIC SIGNAL CABINET AND FOUNDATION. RE-INSTALL EXISTING INTERCONNECT TO THE NEW SIGNAL CABINET
 - 3 INTERCUT EXISTING CONDUCTORS AND PROTECT EXISTING WIRING
 - 4 SIGN ON WAIT ARM. SIGN MUST HAVE TYPE III REFLECTIVE LENSING PER CDS STD SPEC 9-28.1(4)
- ### REMOVE
- 60 EXISTING PEDESTRIAN PUSHBUTTON ASSEMBLY. SEAL UNUSED HUIES WITH STAINLESS STEEL PLUGS.
 - 61 EXISTING VEHICLE PROTECT EXISTING CONDUCTORS.
 - 62 REMOVE EXISTING VEHICLE AND PEDESTRIAN SIGNAL HEAD. REMOVE FOUNDATION. PEDESTRIAN PUSHBUTTON ASSEMBLY, AND ASSOCIATED WIRING.
 - 63 TWO EXISTING PEDESTRIAN PUSHBUTTON ASSEMBLY. SEAL UNUSED HUIES WITH STAINLESS STEEL PLUGS.
 - 64 EXISTING ILLUMINATED SIGN WITH ASSOCIATED WIRING.
 - 65 EXISTING VEHICLE SIGNAL HEAD WITH ASSOCIATED WIRING.
 - 67 EXISTING TRAFFIC SIGNAL CABINET AND FOUNDATION WITH ALL ASSOCIATED WIRING. PULL BACK EXISTING INTERCONNECT TO THE NEAREST HAIRLINE



100% SUBMITTAL: NOT FOR CONSTRUCTION
MAY 2021

| APPROVED FOR ADVERTISING | DATE | REVISIONS | DATE |
|--------------------------|------------|----------------|------------|
| 100% SUBMITTAL | 05/01/2021 | 100% SUBMITTAL | 05/01/2021 |



RT7 – TRANSIT PLUS
MULTIMODAL CORRIDOR

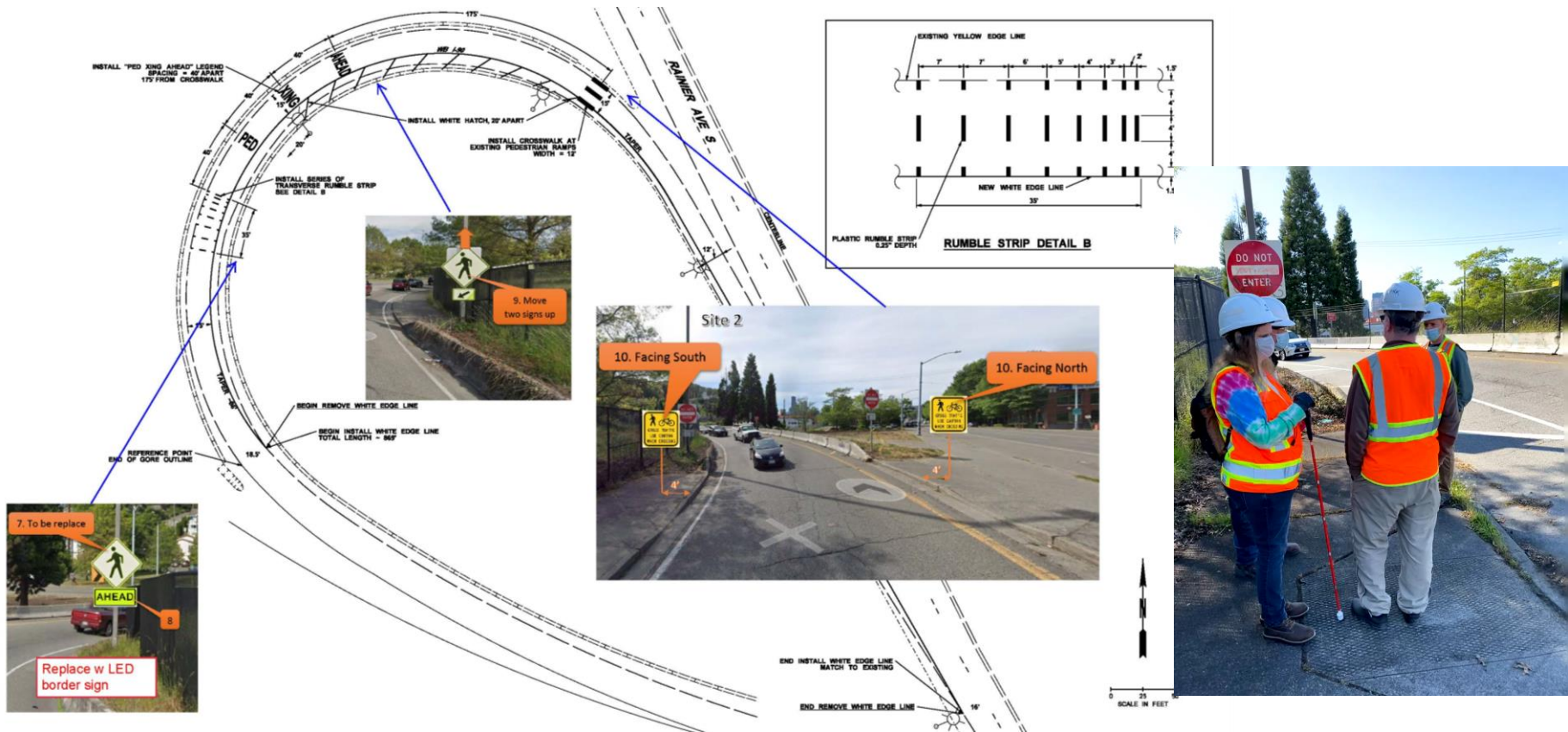
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| 100% SUBMITTAL | 05/01/2021 |
| 100% SUBMITTAL | 05/01/2021 |

Judkins Park Station – WSDOT RAMPS

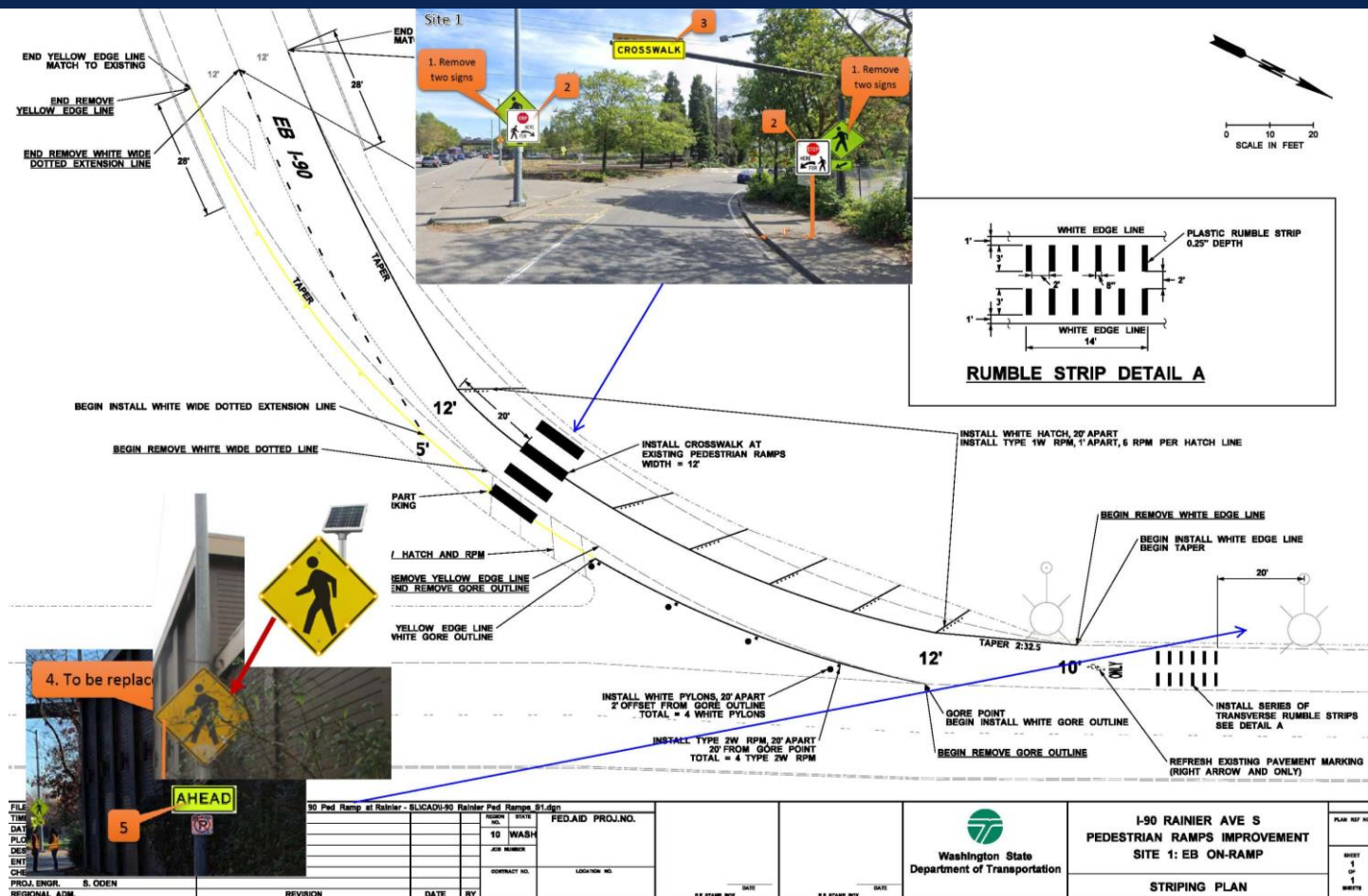
West Bound I-90 off ramp to South Bound Rainier
(north of JPS) from the Drivers perspective .



Judkins Park Station – WSDOT RAMPS



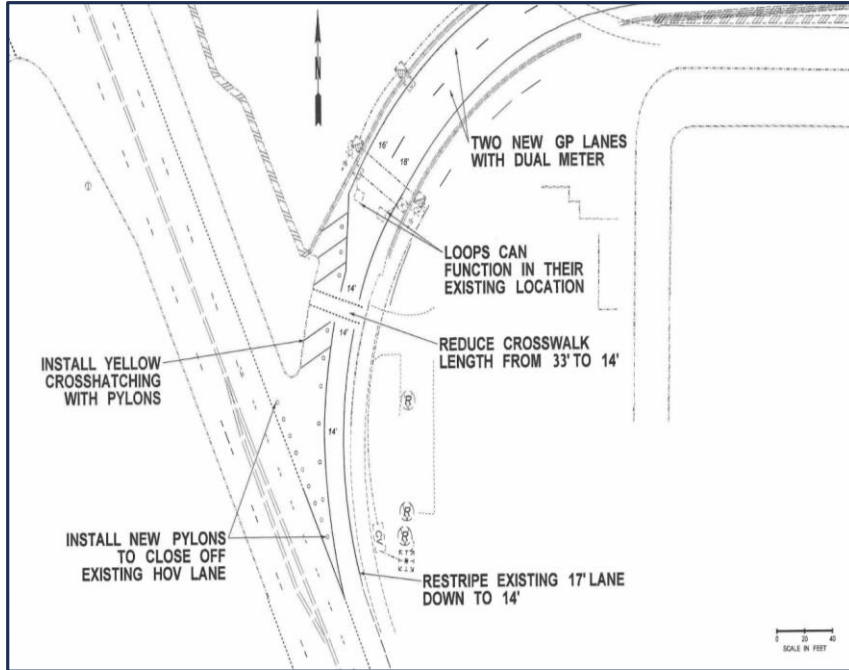
Judkins Park Station – WSDOT RAMPS



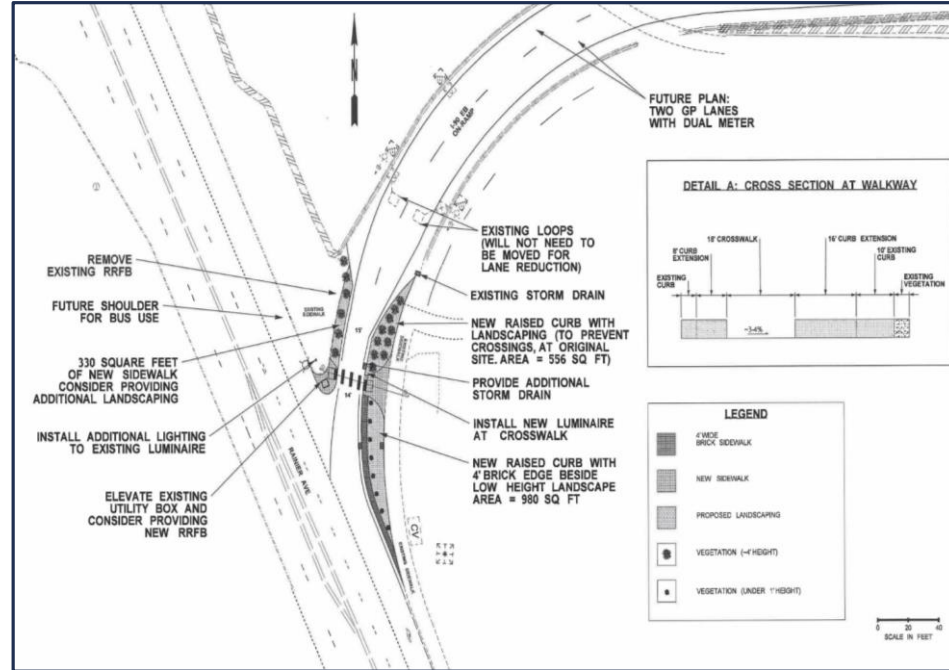
South of JPS, East side of Rainier

Judkins Park Station – WSDOT RAMPS

Short Term Solution



Longer Term Solution



System Access Fund

- In September 2019 Sound Transit awarded City of Seattle \$2.4M from System Access Fund for Judkins Park Station Access
- Includes design and construction for sidewalk upgrades, Hiawatha Place staircase and trail



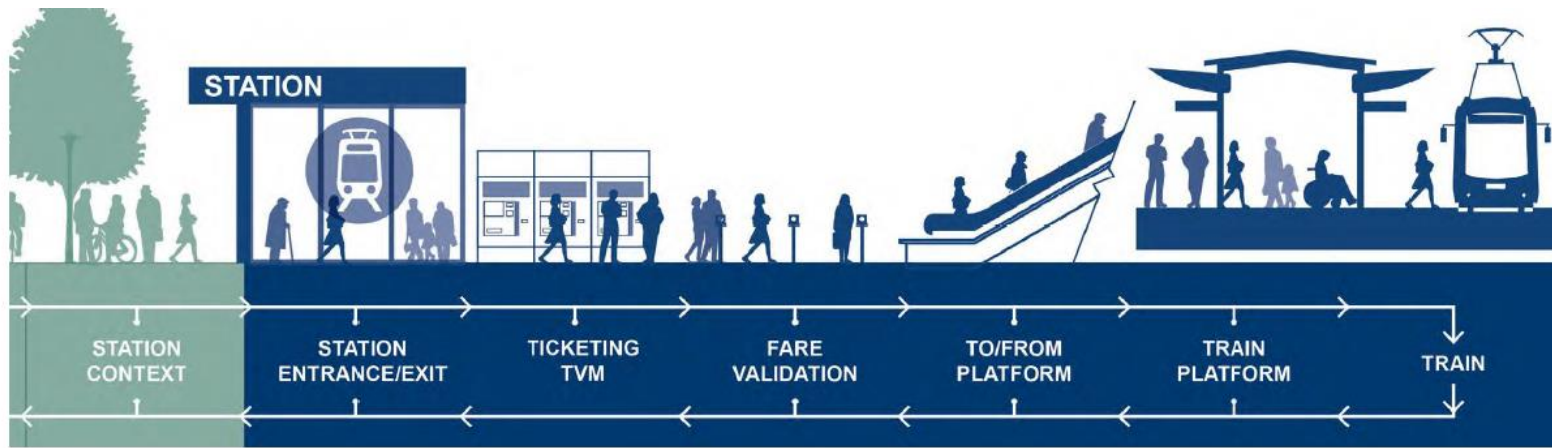
Station Design

Best Practices for Station Design

- Sound Transit is undergoing an effort to update our design criteria for future Link stations focusing on the passenger experience
- Simple, Seamless and Intuitive
- Passenger experience is directly supported by efficient maintenance and operations

Best Practices for Station Design

- Moving to "standardized stations with customized elements"
- Consistent passenger flow



Lessons Learned for Future Alignments

- Avoid pedestrian track crossings for optimal passenger experience
- Use existing topography to create grade separated station entries
- Provide adequate vertical circulation and redundant elevators for platform access

Enhancements to Existing Facilities

- Reviewed each year as part of budget process
- Criteria include
 - Feasibility
 - Regulatory Requirements
 - Safety and Security
 - Loss of Service
 - Passenger Needs
 - Loss of Service
 - Urgency

At-Grade Safety Analysis and Actions

Current MLK Safety Improvements

- ST at-grade crossing treatments currently meet ADA requirements
- 2017 and 2019 Safety Studies – in coordination with SDOT
- Relocated audible devices at the end of the station platforms
 - Provides additional warning to pedestrians and vehicles
- Installed Railroad Pavement Markings (RXR)
 - Left turn lanes along MLK



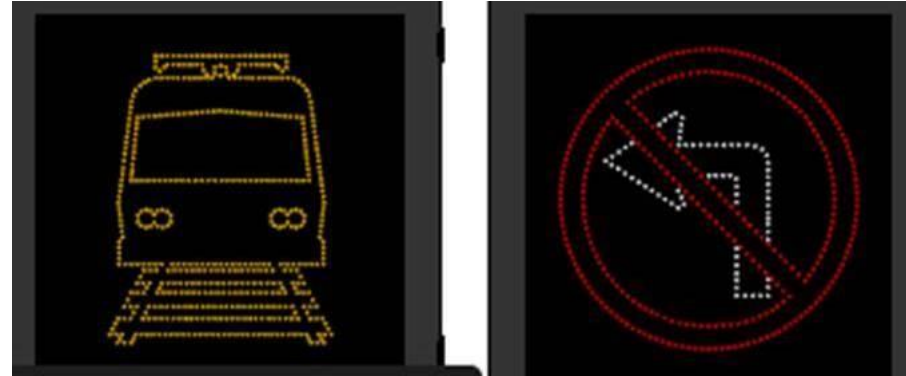
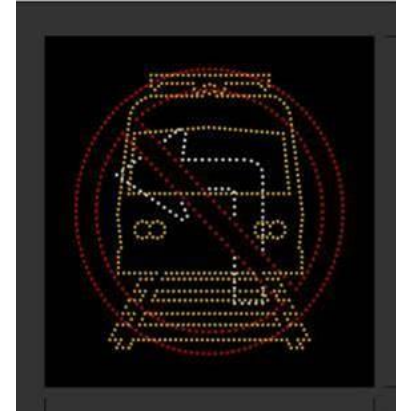
Current MLK Safety Improvements

- Rainier Beach Station (Installed)
 - ANOTHER TRAIN COMING sign for pedestrians exiting the station
 - New Pedestrian Warning signs (replaced old signs)
- Other Stations (in coming months)
 - Similar Signage



Current MLK Safety Improvements

- All MLK crossings
 - Replace existing Train Warning signs for left turn vehicles with new signs
 - Alternatively flash Light Rail Symbol and NO LEFT TURN during train presence
 - To be installed in coming months



Future MLK Safety Improvements

- Update Requirements/Standards for Link Light Rail At-Grade Crossings
- MLK Safety Study
 - Review LRT Crash History along MLK
 - Identify potential at-grade crossings safety improvements
- Non-Expansion Project - Link Study
 - To improve safety/operations at link crossings
 - Diagnostic review of all the link crossings against ST Standards to identify improvements

Community Engagement

Current Community Engagement

Sound Transit is currently engaging with community leaders and members in the Rainier Valley to discuss how to build stronger, enduring relationships in this community we serve; by focusing on what matters to the community, improving communications, and increasing safety.

Community Engagement

Phase 1- Community conversations

Phase 2- Information Sharing and Planning

Phase 3- Action Phase

Phase 4- Ongoing planning and conversations with the community

Thank you